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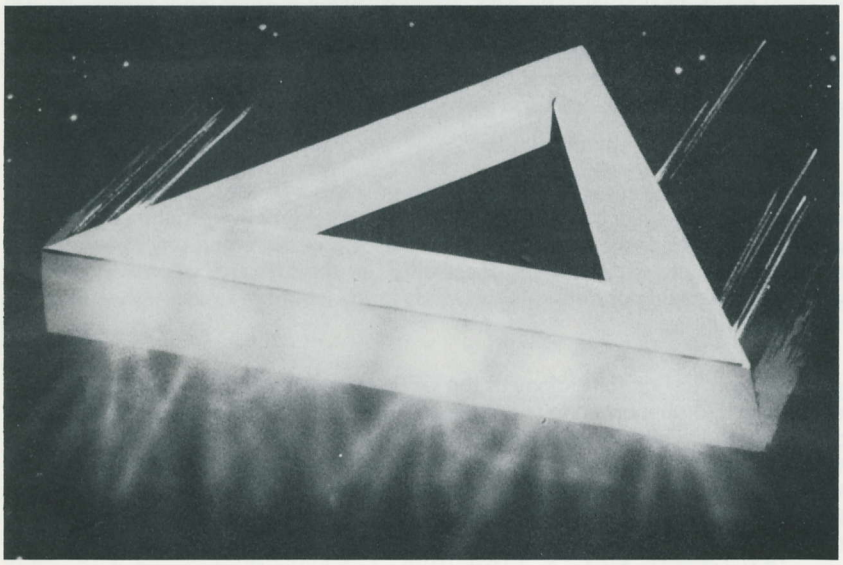

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PHOENIX RESEARCH FACILITY

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EDITORIAL

By Mark Rodeghier

Is the UFO phenomenon a "jealous phenomenon?" That is what debunker Robert Sheaffer alleged in one of his critical comments on the subject. He meant that, like a jealous lover who guards his or her partner from other persons' blandishments, the UFO phenomenon conceals the evidence for its existence from those who care to study it. Of course, Sheaffer was being facetious—he doesn't believe in UFOs, only in hoaxes, misperceptions, and hysteria. His remark was a taunt to those of us who seriously study the UFO phenomenon, a challenge to show why the physical evidence for UFOs remains so elusive.

Now, thanks to the excellent work of GEPAN (Groupe d'Etude des Phenomenes Aerospatiaux Non-Identifies), the government-sponsored French UFO study group, the UFO phenomenon has been made to reveal some of its secrets. GEPAN's investigation, published as Technical Note No. 16 and translated and republished in the March 1984 *MUFON UFO Journal*, concerns the landing of an object at a town in the south of France on Jan. 8, 1981. The single witness, Mr. Renato Nicolai, a retired fellow, was puttering about his yard that day when he observed a metallic object, about 2½ meters in diameter, land in his backyard. The UFO was clearly visible to Mr. Nicolai—the sighting occurred at about 5 P.M.—and he heard a whistling sound as the UFO landed and then departed. A circle of about two meters in diameter was left on the ground at the spot where the object touched down.

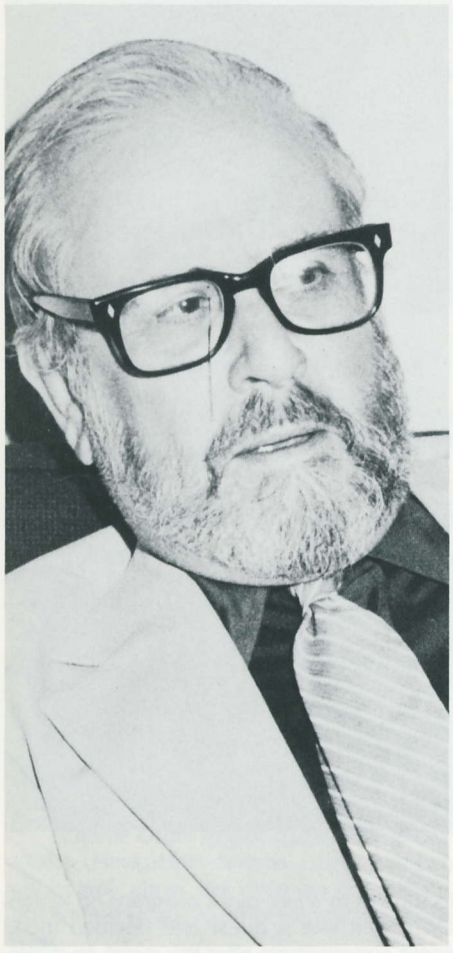
Up to this point in the account of the incident, we have the makings of a classic physical trace case. Usually, however, as the story continues, evidence for the existence of the traces is not preserved. No investigator is called until weeks after the sighting, no photos or measurements are taken by the witness, and so the case becomes just another intriguing tale. Fortunately, this story has a happier ending. The next day the witness called the police, who soon notified GEPAN. GEPAN's investigators, who soon arrived on the scene, conducted a very thorough investigation of both the witness and the ground traces. Their final conclusion: "It was nonetheless possible to qualitatively show the occurrence of an event of important amplitude which brought with it deformation of the terrain caused by mass, mechanics, a heating effect and perhaps certain transformations and deposits of trace minerals."

Without going into details, for which this space does not allow, possibly the most important effect observed was the depletion of chlorophyll pigment from the plants in the vicinity of the landing. Near the trace, almost 50 per cent of the chlorophyll was missing from the younger plants. Curiously, the researchers at the French National Institute of Agronomy Research could not duplicate this effect in the laboratory, even with high levels of gamma radiation!

What is the significance for ufology of the GEPAN investigation? Fundamentally, it is evidence that the UFO phenomenon is *not* jealous, but rather that its careful investigation is very costly. Doing significant physical science is quite expensive today—the cost of a new particle accelerator is measured in the tens of millions of dollars. It is very likely that the key explanation of why there does not exist substantial and reliable evidence for the existence of UFOs, such as spectra, intrumented photos, and well-analyzed soil samples, has to do with the lack of money and facilities for UFO research and investigation. What progress would be made today in studying earthquakes without instrumented recording stations? Very little, to be sure, and supplying the appropriate instrumentation to geophysicists is costly. The same principle applies to the study of the UFO phenomenon.

If UFOs have appeared to be a jealous phenomenon—and they have—that is because the means were not available by which a systematic study of their properties might be undertaken. GEPAN has proven this to be true. Given the means by the French government, it was able to produce a thorough and revealing report about *one* UFO event. Imagine what we would know today if there had been sufficient funds to investigate 100 physical trace cases to the depth attained by GEPAN in their work.

PROFILE — Dr. Willy Smith



Dr. Willy Smith

by J. Allen Hynek

In 1980 Dr. Willy Smith decided to abandon all his other activities and devote himself full time to the study of the UFO phenomenon. Quite a decision for a professor of physics, to give up his professional career in education; he taught at the University of Michigan, where he had received his M.S. and Ph.D., and at Lycoming College in New York, and at the University of Valencia in Spain.

Dr. Smith was born in Uruguay and is fluent in Spanish and English, a talent which has made him particularly valuable to CUFOS; he is in charge of our "Latin American and Spanish Desk," acting as liaison with researchers and investigators in Spanish-speaking countries. He has been particularly helpful to me as an interpreter when we traveled together in South America. Before obtaining his graduate degrees he had spent one year working at the Atomic Energy Commission Facility in Puerto Rico.

His interest in the subject of UFOs started in the Fifties, and was strongly enhanced after a sabbatical leave in Europe in 1973, when he had the opportunity to meet and exchange ideas with leading researchers in this field in both Spain and France. Sometime after CUFOS was founded, I met Dr. Smith at Lycoming College on the occasion of a lecture I gave there about UFOs. From that time our association grew, until in 1980 he became fully associated with the Center for UFO Studies, giving freely of his time and talents.

Dr. Smith is a frequent contributor to the *International UFO Reporter,* and is now working closely with CUFOS in a new research project involving UNICAT for which he is the database administrator. UNICAT is not to be confused with the much older and much more extensive UFOCAT, a UFO catalogue containing some 100,000 entries all told. UNICAT is a highly specialized catalogue; entries must meet stringent criteria before inclusion. Except in unusual cases, only those UFO events witnessed by several persons are included. In addition, the investigation must meet certain standards, as well as the investigator. UNICAT will serve, it is hoped, as a research tool, and unlike UFOCAT, will be made available after completion to anyone wishing to have it for serious research purposes. It will contain a short textual account of the sighting as well as a coded treatment. It will be available on computer diskettes.

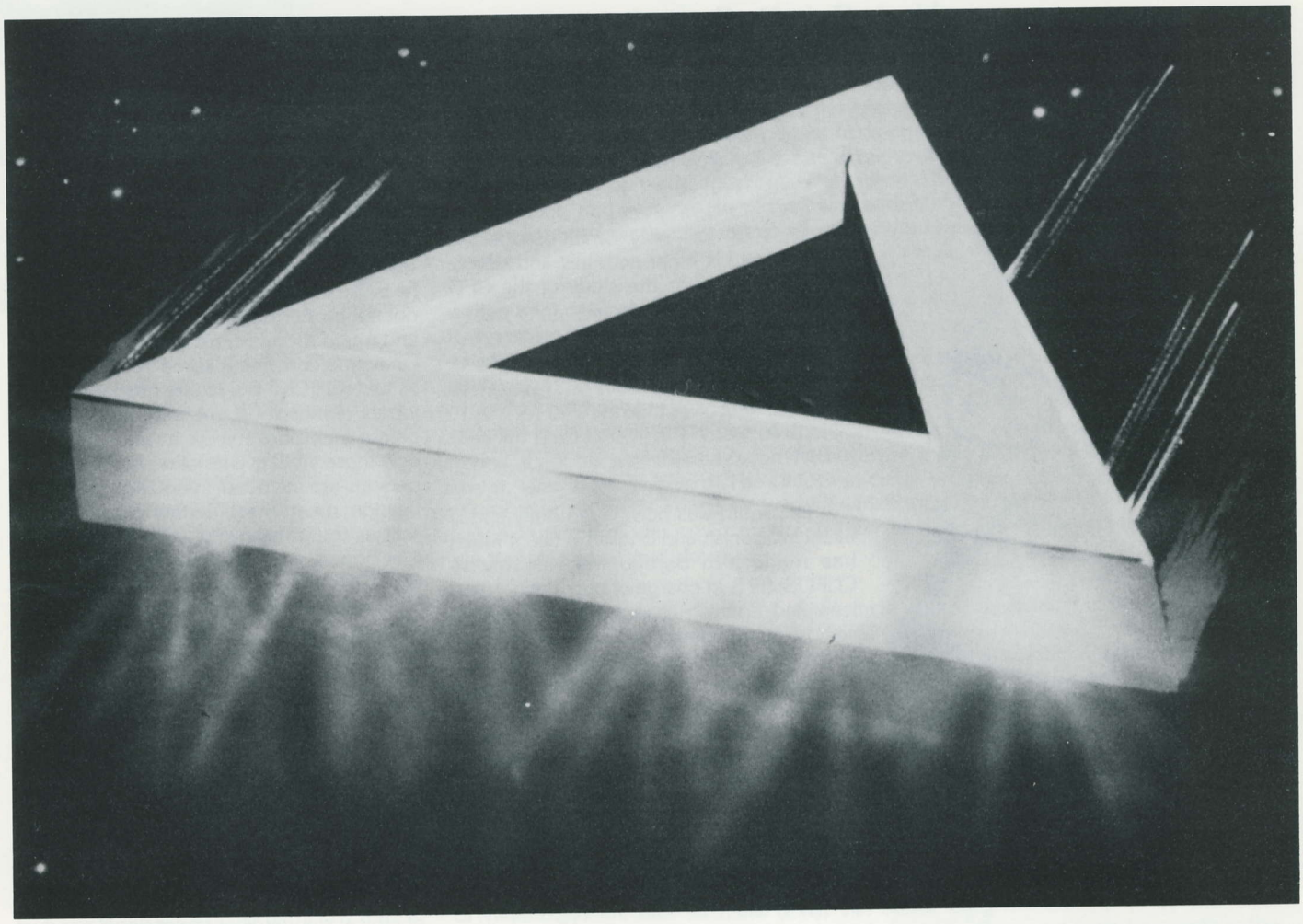
Recently, Dr. Smith has been involved with Argentinian ufologists in the organization of the World Ufological Association (WUA) which hopes, as time goes on, to establish world-wide standards in the training of ufologists as well as to seek adoption of ethical standards of professional conduct among ufologists. Dr. Smith is also a fluent lecturer and writer; he has given over one hundred public talks on the subject and has published numerous papers about UFOs in both Spanish and English. He was a member of the Board of Consultants of STENDEK, the Spanish UFO Journal which is now unfortunately defunct. He is also State Section Director for Seminole and Orange counties in Florida for MUFON.

Dr. Smith can be reached by correspondence to his home at 1200 Murcott Ct., Longwood, FL. 32750. He welcomes serious correspondence on UFO matters, particularly from technically trained persons. Although he is an indefatigable worker there is, of course, a human limit to the mail he can personally answer. All correspondence, however, is carefully noted. It is a pity we do not have more ufologists like Dr. Smith, particularly ones who are both devoted to the subject and multilingual! □

Even though this French case involves only a single witness, the GEPAN investigation is the answer to the skeptics' query: Where is the evidence for UFOs? GEPAN's work is a landmark in the study of UFOs, perhaps the most significant investigation ever undertaken of a single UFO report. And while it does not meet eminent physicist Philip Morrison's "multiple independent link-by-link, verified chains of evidence" criteria, it comes close enough so that it might even satisfy him of the extraordinary nature of the UFO phenomenon. (One is tempted to add: if this case does not convince skeptics, just what would be convincing, short of the proverbial landing on the White House Lawn?)

MUFON is to be congratulated for making the GEPAN report available to an English-speaking audience. Yet, even if they were made aware of the evidence, it is conceivable that many scientists will continue to reject the claim that the UFO phenomenon is unexplained. Scientists often wish to have both data and hypothesis in hand before accepting one or the other. To them, data without theory are rather useless. But that is the subject of another editorial... □

A Huge "Open" Triangular UFO



A painting of the object sighted in this spectacular CE-I appears above and on the cover of this issue. The original, in color, is a large framed representation made by a commercial artist from the detailed description by the primary witness, shortly after the event itself, and now hangs on the CUFOS Phoenix office wall. The UFO event was so traumatic and so indelibly impressed on the witness' mind that he went to some expense in having the painting made. He was kind enough to present it to the Center.

TYPE: CE-I
DATE: Oct. 27, 1967
TIME: 3 A.M.
DURATION: 10 minutes
WITNESSES: 4
PLACE: North of Jacksonville, Fla.

by Dr. Willy Smith

This is another of those fortuitous cases of which we learn only because of an unlikely chain of circumstances, in this instance a recent trip by Dr. Hynek to Florida, where he was tracked down by the main witness. The case has not only intrinsic interest in view of its high degree of strangeness, but also a high coefficient of credibility, considering the caliber of the witnesses; all were commercial pilots.

It seems almost a truism that the higher the "strangeness-index" of a sighting the longer it takes for it to be officially reported, and then it is finally reported only because the witness or witnesses feel they can report with dignity and without fear of ridicule. In this case the pilot-flight instructor happened to tune in to a late night program on which Dr. Hynek was a guest and decided then, some sixteen years after the event, to make his experience known. Although related in confidence, we have his permission to publish it in these pages. The interviews took place in my home in Florida.

Course of Events

The witnesses were flying in a Piper Twin Commanche (N7942Y PA-30) from Opa-Locka, Fla., to Morristown, N.J., with a scheduled refueling stop in Wilmington, N.C., and a passenger drop-off at Philadelphia North Airport. The primary purpose of this flight was to accumulate night flying hours. The pilot at the controls was Charlie Little, a multi-engine rated flight instructor, who was instructing two other commercial pilots in multi-engine techniques. The fourth member was the Philadelphia-bound passenger.

The night was very clear, and at about 3 A.M. they were flying at 8,000 feet over the ocean and approaching the airway intersection known as Starfish, halfway between Jacksonville and Charleston. The plane was in radar and radio contact with the Jacksonville Air Route Traffic Control Center, but there had been no conversation on the radio from the radar controller since they had passed Jacksonville. Referring now to the typed report Mr. Little had made after their harrowing Close Encounter:

"About fifteen minutes after we passed Jacksonville, the radar controller called us:

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

Charlie Little: 42 Yankee. Go Ahead.

Radar Control: 42 Yankee. I show you 10 miles east of course and going further east.

Charlie Little: Roger. I will make 10 degree correction to the west.

Radar Control: Roger.

"...I was looking up at the stars and thought I noticed a moving light, but it was difficult to tell.

Radar Control: 42 Yankee. I now show you 20 miles east of course.

Charlie Little: Roger, Jacksonville. Our VORs (Navigation devices...they had two on board) show me right on the airway, but we will make another correction to the west.

"...A few more minutes went by. I looked up and felt certain I saw a moving light." Charlie pointed out the light to his companions; they all thought it was a high-altitude air carrier heading for Miami, but then the light appeared to get closer and to be descending, as if it were to land in Jacksonville.

Meanwhile, radar control called again, and now insisted that they were 30 degrees off course! Charlie and his companions now thought that there must be something wrong with their navigation devices which, until then, had been working perfectly. They showed the plane to be on course. "Well," Charlie thought, "I can understand losing the operation of one VOR but losing both VORs at the same time is impossible." Still they thought they had no problems: it was a clear night and they were under radar contact with Jacksonville.

Meanwhile, the approaching light had become brighter and brighter and now Charlie called Jacksonville:

Charlie Little: Jacksonville Center. This is 42 Yankee.

Radar Control: 42 Yankee. This is Jacksonville Center. Go Ahead.

Charlie Little: Do you have any traffic out here for us?

Radar Control: Negative.

Charlie Little: Are you sure? I have traffic out here one o'clock, 15 miles high.

Radar Control: Wait a minute, let me turn up my primary. (Pause)

Radar Control: You are the only aircraft on my radar scope.

"I couldn't understand why he hadn't picked him up on his radar scope. I explained again the aircraft's position in relation to mine."

Charlie Little: I say again, one o'clock, now 10 miles high, southbound.

Radar Control: I don't have anything.

"Puzzled, I merely replied: 'Roger.' Even though it seemed impossible, we could only assume that the Radar Center had made a mistake. We then turned on our landing and taxi lights so the aircraft could better see us. As the light came closer and closer, it was very apparent that we were going to pass very close and that the aircraft was not making any move to avoid us. In desperation I quickly picked up the microphone:

Charlie Little: Jacksonville Center, this is 42 Yankee. We may need a lower altitude immediately.

Radar Control: Roger, 42 Yankee, maintain 7000.

Charlie Little: We may need all the way to the deck immediately.

Radar Control: Roger, maintain any altitude you want!

"I immediately disengaged the autopilot, pulled the throttle back and pushed the wheel forward trying to avoid a head-on collision. We descended to 6,500 feet but the lights came closer and closer. Staring at the bright light we were surprised to discover that what had appeared to be just one light was, in fact, six bright white lights in a line.

"A collision seemed imminent. Panicking, I yelled, 'We can't get away from him!' The situation seemed hopeless; there was no way to avoid him. We were all going to die because the pilot in the other craft wasn't paying attention. His aircraft was obviously much faster than ours. At that moment, I was certain that we were going to die, and my whole life passed in front of me." *(In our interview, Charlie was questioned as to whether he really meant that statement literally, and he replied affirmatively.)*

"The lights were so bright that I had to hold my hand over my eyes. I peeked through my fingers to watch. Suddenly, a soft green light was all over our cockpit." (This is certainly reminiscent of the famous Coyne helicopter case of Oct. 18, 1973, Mansfield, Ohio, in which a green light diffused all through the helicopter cockpit).

In his interview, Charlie Little was questioned closely as to the exact train of events, since after the passage of years it is only too well known that memories "alter."Little, however, maintained stoutly that this event had been so dramatically vivid that it was indelibly stamped upon him for life.

The UFO descended somewhat below them at this instant but still remained in front of them. At the instant collision seemed inevitable the craft made an unbanked 180 degree turn, remained ahead for a few seconds and then "took off and disappeared like a flash bulb."

"I immediately started leveling out our airplane to slowly ease back on the air speed to get it out of the yellow. As the air speed fell into the green, I pushed the throttle back forward to cruise speed, let go of the wheel, and grabbed Jeff's (the pilot closest to him) arm and shook him real hard and said, 'I want you to tell me exactly what you saw!' He answered, 'It was a gray triangle with six white lights.' I said, 'That's exactly what I saw.' "

(continued on page 6)

"Open" Triangle — cont.

They had had a clear view of the front lights, left side, top, inside of the right side, and the hole in the middle, which was so large that when mid-air collision seemed imminent, Charlie Little had gauged the possibility of flying right through it! The object was a triangle with sides at least 200 feet long and as high as a two story house, according to Charlie. While the outside edges were sharp and well-defined, the edges toward the triangular central hole were camber. The equilateral triangle was gray, perfectly smooth, with no rivets, doors, antennas, windows or other visible features. It was totally silent.

The object flew with one side forward (against all aerodynamic principles) and had on that side six very large and blinding white lights (see cover). In spite of its size the object demonstrated a high maneuverability and was able to come to a stop and reverse directly almost instantaneously.

"As a pilot, I did not believe in UFOs but we had just had a near mid-air collision with one! I looked at the altimeter. We were at 5,500 feet. I picked up the microphone:

Charlie Little: Jacksonville Center. This is 42 Yankee. We're at 5,500 feet ready to go back to 8,000.

Radar Control: 42 Yankee. Roger. Maintain 8000.

"We climbed back to 8,000 feet, engaged the auto pilot, picked up the microphone, called Jacksonville Center and tried to explain to the radar controller about the flying gray triangle. He responded sarcastically, 'Sure, 42 Yankee.'

"I became very angry and threw the microphone on the floor instead of hanging it on the clip. 'I'm never going to speak to him again,' I told Jeff. We all knew we had just seen a UFO but we didn't know what to say. We were afraid that if we told anybody we would lose our pilot's licenses. This was very important to us because we were all hoping to become commercial airline pilots. It could be the end of our careers.

"Ten minutes went by. Then:

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

"I didn't want to talk to him, and told Jeff so. I was angry. Again...

Radar Control: 42 Yankee. This is Jacksonville Center. Over.

Again I told Jeff I wasn't going to talk to him. Then...

Radar Control: 42 Yankee. Could you tell me any more about that flying triangle you were talking about?

So I picked the microphone off the floor:

Charlie Little: It was a gray triangle with six white lights on the front...wait a minute! A few minutes ago you didn't believe us and now you want to know all about it. Why?

Radar Control: A controller in Washington Center just called and said a United 727 captain had just reported the same thing over Washington. Do you want to file a report?

Charlie Little: Definitely not!

(Ed. comment: Attempts to locate the other two pilots have failed and so this remains a one-witness case. We have gone against our general principle of not including single-witness cases because Dr. Smith's and my long interviews, together and separately, have left no doubt in our minds that this event had been a very real and a very traumatic experience in the flight career of Charlie Little. We admit it reads like science fiction, but then, so do many other UFO accounts. Its science fiction aspect is not lessened by the fact that a rough calculation, based on the estimated time between the Charlie Little sighting and the one by the United Airlines pilot, leads to a speed of some 4,000 miles per hour, assuming both were sightings of the same object.)

Yes, it would be simpler just to dismiss cases like this as being "beyond belief" but would it be scientifically responsible to do so? We think not. □

by Philip J. Imborgno

After the March 24, 1983, flap we thought we had seen the last of the mysterious visitor reported in the skies over southern New York and southwestern Connecticut. Thus I was surprised when on June 14, 1984, I received a call from Peter Gersten, of Peekskill, N.Y., reporting new multiple sightings by independent witnesses. What they reported, once again, was a large V-shaped formation of up to 20 multicolored lights.

These sightings occurred between the end of May and about June 25, with the bulk on May 31, June 11 and June 14. Mr. Gersten and I together searched for witnesses and between the two of us received well over 90 reports.

The majority of the sightings came from the middle of Westchester county, but some also came from Fishkill, N.Y., in Putnam county. They described a large formation of lights, flashing from red to white to blue to green, with a dark mass behind the lights. The formation was reported to hover and to make either no sound or, at times, a faint, low-pitched hum. The lights were always in a V-formation, with the distance between the lights remaining constant even as the object turned. The sightings demanded investigation, particularly because of their similarity to those of 1983. So with the help of field investigators Chris Clark and George Lesnick, an investigation was begun. This time we had the assistance of MUFON member Lee O'Conner, of Danbury, Conn.

On May 31, 25 witnesses contacted us from the towns of Yorktown, Hawthorne, Bedford and Peekskill and an additional 10 excellent sighting reports came from Fishkill. Space will permit us to focus only on several accounts from first-rate witnesses.

May 31, 1984, 8:15 P.M.

John Burdett, a corporate executive for IBM with a B.S. in computer science, and his family were out on their deck, which overlooks the northern section of the sky in Hawthorne. Looking northward, they noticed approaching them a bright string of white lights, low on the horizon. At first they thought it was a large jet, perhaps a 747, in trouble.

More Nocturnal Lights

The object continued its approach. It was a V-shaped formation of white lights, 15 in all. The Burdetts watched it as it slowly moved toward their house. The formation of lights passed directly overhead. Burdett heard no sound whatever, but his daughter detected a faint humming sound. He called for Mrs. Burdett, who told me later, "He was shouting for me to come out in such an excited manner that I thought the house was on fire." As the object (or lights) crossed to the southern side of the house, Burdett said, it stopped, with all lights changing simultaneously to blue.

Soon the lights changed to all white as they hovered about 40 degrees above the southern horizon. Now the lights made a very tight 180-degree turn until the apex of the V was once again facing north. Now it moved slowly back toward the Burdetts' home, veering to the northwest so that when it passed their home it was about 60 degrees above the horizon.

All witnesses reported some type of dark mass behind the lights. The diagrams they drew were quite similar. The Burdett sighting lasted about 10 minutes. The object's apparent size at its highest point in the sky was about eight inches at arm's length.

The police department in Mount Pleasant, located a quarter-mile south of the Burdett home, logged 10 calls about the UFO from area residents. The object was also seen by a close neighbor of the Burdetts, but he has requested anonymity.

8:30 P.M.

As the formation of lights headed north, it was reported from Pleasantville and from along the Taconic highway. Mrs. Conway, of Thornwood, claimed that the object paced her car near route 117. "The lights were in a V-shaped pattern," she said. "It followed alongside the car for several minutes and even when I slowed down to 15 miles per hour, the object kept pace with the car all the time."

Mrs. Conway said the lights then faded out for several seconds but when they came back on, all were red. The formation then picked up speed and was soon lost to the north. By this time, Mrs. Conway stated, several cars had pulled off to the side of the road, with their occupants standing outside looking at the UFO pass by. According

(continued on page 8)

UFO SPECTACULAR CONTINUES

When, among hundreds of witnesses, are included IBM executives, M.D.s, CPAs, a top meteorologist, a priest, pilots, air traffic controllers, a biochemist, an electrical engineer, college professors, police officers, secretaries, a Navy flight instructor and many other professional people — and when their testimony about a given set of UFO sightings turns out to be remarkably similar — surely even hardened skeptics must take heed when no sensible explanation for these sightings presents itself. But even they have been silent and have yet to come up with a suggested solution, let alone a viable and testable theory.

We are referring, of course, to the New York-Connecticut "boomerang" sightings of 1983 and 1984. These have been unique in that there have been far more witnesses to them than to virtually any other UFO sighting on record, they have occurred over a relatively wide area (most sightings are confined to a highly circumscribed area), and they have been recurrent over a period of many weeks in each of two years. Usually, repetitive sightings witnessed by large numbers of people have had easily explainable causes: meteors, balloons, satellite re-entries and so on. But so far no satisfactory conventional explanation has been found. Nor is it likely to be if the host of responsible witnesses are to be believed.

On Aug. 25, 1984, a public forum organized by Peter Gersten, prime protagonist in the Citizens Against UFO Secrecy (CAUS) movement, was held in Brewster, N.Y. It was a highly successful 12-hour-long meeting, attended by some 1,200 people, about 800 of whom had been witnesses to the sightings. A notable feature was the large number of representatives of the press and other media: the New York Times, the Chicago Tribune and the Hartford Courant were amng those represented and the television and radio coverage was excellent. The importance of the above is not in the numbers but in the quality of the media represented, a heartening change!

The full story has not yet been told. It is a continuing drama. But if it should prove to have a natural explanation, we can be sure it will in itself be spectacular. Unless we impugn the sanity of the many independent witnesses, planes, blimps, atmospheric or astronomical phenomena and hallucinations have been ruled out. With respect to the last, unless one can show (and one means SHOW) just how several highly responsible, technically trained, articulate individuals, unknown to each other and geographically separated, can hallucinate in unison and in detail, this often proposed "explanation" is untenable.

One of the most dedicated investigators of this series of sightings has been Philip Imbrogno, a science teacher and writer on astronomical topics from Greenwich, Conn., and a long-time associate of CUFOS. He has brought together, for the record, some of the highlights of both the 1983 and 1984 sightings, and we are pleased to present both of his papers in the following pages. They deserve careful reading. □

More Nocturnal Lights — cont.

to Mrs. Conway, a clerk at a clothing store in Chappaqua, the sighting occurred over a five-minute period. She estimated the size of the object that carried the lights to be that of a football field or greater.

8:45 P.M.

At this time the Yorktown police received about 10 UFO reports. The witnesses were informed that they had seen ultralight aircraft in formation! David Boyd, an engineer and a private pilot, was driving in Yorktown near route 35 when he saw a V formation of 10 red lights moving northward. When the object turned to the west, all the lights turned with it.

At 8:45, as soon as Boyd arrived at his Yorktown residence, he called the police. When the sergeant on duty told him he had seen ultralights, he tried to explain to the officer that as a pilot with many hours in the air he was certain that these were *not* ultralight aircraft in formation. His words, however, fell on deaf ears, and the officer quickly terminated the conversation.

9:00 P.M.

Reports of the UFO now came from the Fishkill area of Putnam county, about 10 miles north of Yorktown. Here, once again, a large V-shaped formation of lights was seen with some dark mass behind the lights. The object was reported to hover and change the color of its lights all at once to either red, blue or green and white.

June 11, 1984: 9:30 P.M.

Between 9:30 and 10 P.M. numerous reports came from the mid-Westchester area. The majority were from the Mount Kisco, Bedford and New Castle area. I learned later that a number of police officers and the entire board of the New Castle town government saw the UFO as it passed directly over the town hall and police headquarters.

I contacted the lieutenant on duty. He said that the lieutenant who had been on duty that night, Herbert Peterson, and Desk Sgt. Lowry also saw it. I made arrangements to interview them at police headquarters on June 15.

Lt. Peterson and Sgt. George Lowry proved cooperative. They not only let me talk with some of the officers who had seen the UFO but also gave me copies of their police reports concerning the UFO. Most important, however, they let me listen to the police tapes of that night when residents were calling in to report the UFO. I also heard taped records of several officers who saw the lights while on patrol that night.

At about 9:30 P.M. the New Castle police began getting calls from many local residents who described a formation of brilliant white lights in a V-like formation flying slowly at low altitude. Sgt. Lowry was on desk duty when the calls started lighting up his switchboard.

At 9:35 Officer George Walsh radioed headquarters that he had seen a large object with rows of lights approach from the south and hover over an area not far from his patrol car. The object, he said, had started to move toward the town and he would follow it. He called for another officer to assist him and also verify the UFO's presence. The second officer reported a V-shaped formation of about 10 lights, moving very slowly toward police headquarters.

The two followed the object to almost the center of town. Suddenly the lights turned sharply northward and began to move away — but then they again made a sharp turn, turning as if rigidly connected, and once again headed toward the center of town. Since it was evident that the lights were going to pass right over the police station, one of the officers shouted over his radio to Sgt. Lowry, "George, come outside!" Peterson also came out of his office "to see what the hell was going on." He and Sgt. Lowry observed the formation of lights approaching from the north.

As Peterson watched the object, Lowry went into the nearby town hall meeting and announced that a UFO was passing overhead.

Peterson, now alone, continued to watch the object's approach. He saw a V-shaped formation of very bright white lights moving slowly and silently. The object (or lights) then flew directly overhead. "It was as if it was gliding over," Peterson told me. At that point Lowry came running out with members of the town's local government. The witnesses saw the UFO veer slightly to the west and the lights fade slowly until they were gone.

Lowry and Peterson agree this was one solid object. Both the officers who had followed the object into town stated that at times it would stop and hover "as if it was waiting for us to catch up," as one put it.

Peterson ran inside to call the tower at Westchester county airport. The transcript of his conversation follows:

Peterson: This is Lt. Peterson from the New Castle police. Do you have any aircraft in our area?

Tower: You mean the lights...People have been calling reporting lights.

Peterson: Well, we got a load of reports from residents in the area and several of our officers saw it also. The people are getting somewhat upset about it and I don't know what to tell them.

Tower: Don't worry about it. They are most likely planes.

Peterson: What was seen was not planes.

Tower: Just tell the people they saw planes.

Peterson: Did you spot anything on radar?

Tower: Yes, We had something but it turned away and we lost it.

Peterson: What was it? The people around here are seeing something!

Tower: It's planes. That's what I was told. Anyway, there's not anything that we can do anyway.

Still in an excited state about his sighting, Peterson neglected to ask the name of the person with whom he was speaking. Later, when I contacted the supervisor at Westchester airport, he denied the conversation had ever taken place. When I mentioned the tapes, I was told that perhaps Lt. Peterson was talking not with the tower but with the flight operations office. I found out that the flight operations office closed at 9:00 P.M., and Peterson had called after 9:30. I have been unable to secure further

Westchester Boomerang: March 24, 1983

by Philip J. Imbrogno

This is the last of a series of articles on the boomerang UFO sightings. This article covers sightings which occurred on the Taconic highway in Westchester county, N.Y. The sightings have yet to be explained.

It's hard to imagine an object the size of a football field or larger flying over a heavily populated area. The object reportedly hovered, disappeared and reappeared and sometimes cast brilliant beams of light on hundreds of witnesses below. It all sounds so much like a science-fiction movie that if I had not been involved in the investigations, I would have had a hard time believing the reports myself.

I shall cover the area in which the majority of sightings occurred on March 24, 1983. This area, 14 miles long and two miles wide, begins just south of Millwood, N.Y., and moves north to Yorktown. I have divided the area into six positions or sections. See map on page 10.

Position 1: 8:30-8:40 P.M.

At about 8:30 David Scarpino, an accountant in his 30s, was walking his dog near a small reservoir in Ossining, N.Y. Turning around, he saw a large V-formation of 12 lights hovering silently above a tree a short distance from him.

The lights all started to turn at once, as if rotating on a wheel, and then moved in an easterly direction. Scarpino noticed a faint blue light just above the white lights. The object moved to a position on the other side of the water at a height he estimated to be more than several hundred feet above tree-top level. Shortly after the object reached the other side, it hovered

(continued on page 10)

information. The supervisor who promised to find out who was working that night did not get back to me. When I called the tower a few days later, I was told that no one knew anything about the taped conversation. It was even suggested that perhaps the lieutenant had called the wrong number and someone had played a joke on him!

I checked the number that Lt. Peterson called and it was in fact the number I also have for the Westchester county airport air traffic control tower.

Between 9:30 and 10:30 P.M. on June 11, reports of the lights also came from the Fishkill area. Local police and state police report that they received "numerous" reports of a large UFO. When I asked just how many calls, the state police said, "Too many."

June 14, 1984: 8:30 P.M.

Once again numerous sightings were being reported to me and to the police at Peekskill. Sightings also came from Croton, Putnam Valley and Yorktown, all neighboring towns. Again the reports were of a large formation of up to 20 lights in a V-formation. At times the lights were described as all white and at other times as blue and red.

At 8:30 P.M. the Peekskill police were sent to investigate sightings of a large formation of 10 white lights hovering over the northern section of town. For two minutes the officers observed the lights, after which the lights "drifted" to the north. Both officers heard a faint, low-pitched humming sound. At no time were the officers — or the 25 residents with whom I spoke — able to identify the lights.

One report, from a 33-year-old construction engineer, Norman Morissey, stands out from the rest because it appears that this witness got the best look at the UFO.

On his way from his house to his car Morissey spotted nine lights in a V-formation approaching slowly from the northwest. Although he first took it to be a large jet in trouble, he soon realized that this was some type of triangular craft surrounded by brilliant white lights. He heard no sound as the object passed overhead, but close observation revealed a dark greyish, solid material, apparently quite massive, connecting the lights in a triangular formation.

He likened the structure to steel girders on the frame of a building under construction. He thought that the object was at least 100 feet from end to end; but the lights were so bright that they obscured the object behind them. He estimated the UFO to have been at least as large as both his hands spread out from thumb to thumb at arm's length. Shortly thereafter he lost sight of the object when it turned toward the west. His sighting had lasted less than 10 minutes.

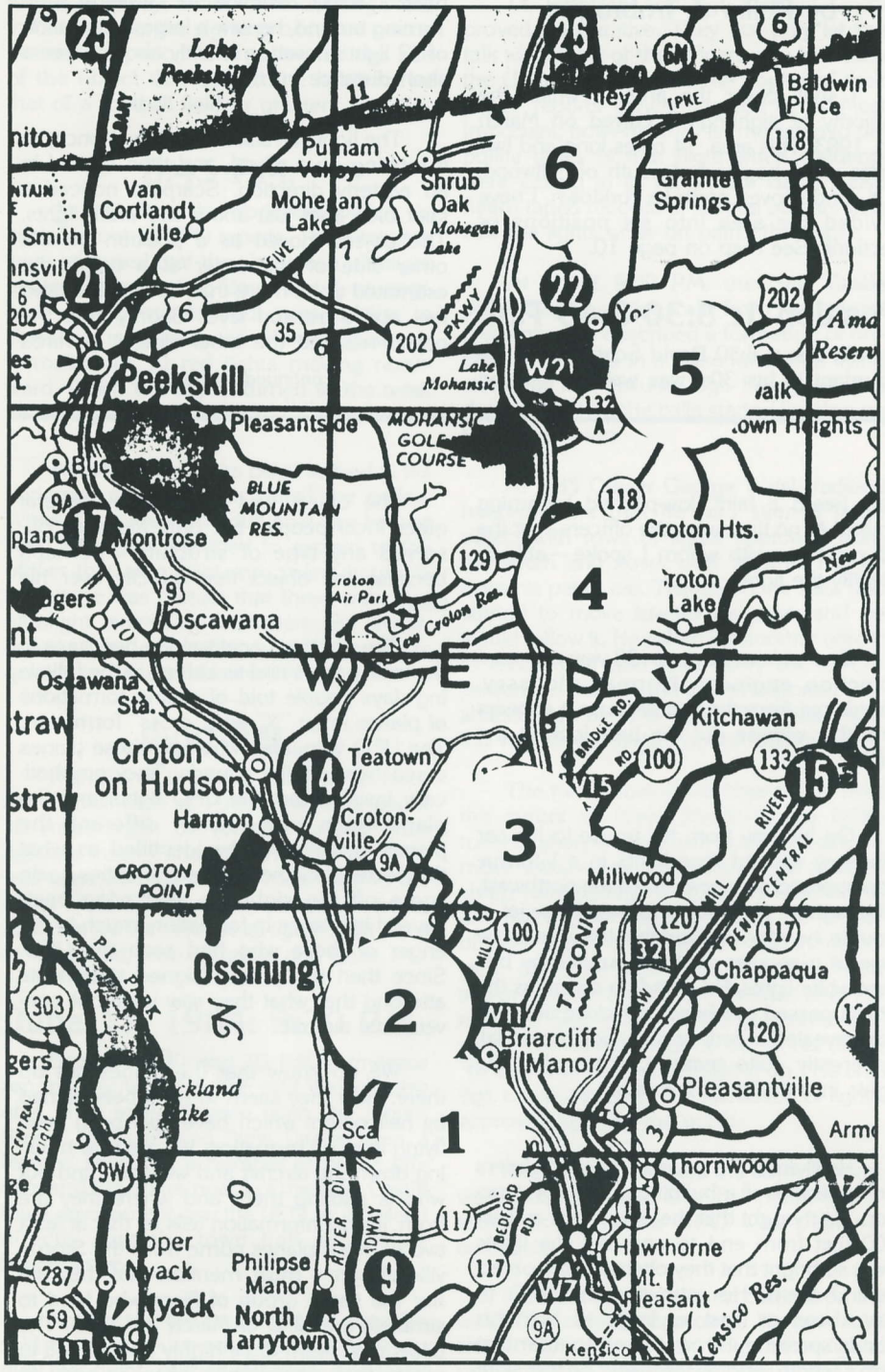
The object was reported by several other local people, but only Morissey observed any type of structure — perhaps because the object flew directly over his head.

The sightings again made headlines in the local papers and as before, in the following days people told of seeing formations of planes in an "X" and "cross" formation. The UFO witnesses who saw these planes could hear engine sounds. They emphatically insisted that the UFO lights and the plane lights were entirely different; the planes could easily be identified as what they were. Nonetheless the authorities again wrote off the sightings as having been caused by planes in formation, much to the anger of those who had seen the UFO. Since then many have signed statements attesting that what they saw were not conventional aircraft.

We do know that the planes are up there. Now they seem to have been joined by helicopters which have also been seen flying in close formation. We are now tracking down the aircraft and will soon find out who is piloting them and where they are from. Inside information tells us that at least two of these planes come from the Stormville airport. I must mention that they are *not* the same group of fliers who tried to simulate the UFO of March 24, 1983. The pilots now seem to be highly trained and to put in their appearance often as early as four hours after the UFO is seen.

Our investigation continues. □

WESTCHESTER, 1983 — cont.



This map shows the Westchester sighting area divided into six sections. It must be noted that each position identifies numerous witnesses but I shall focus on only one good witness at each position.

above a group of pine trees, then vanished. By now, 10 minutes had passed.

When it disappeared, Scarpino said, "All the lights just went out and the object was gone." Because the lights kept a constant position in relation to each other, the witness assumed he was observing a large, solid object. His dog paid no attention to it.

At the time of Scarpino's sighting, police in Ossining and nearby Briarcliff Manor took numerous calls from area residents who said they had seen a low-flying, very large object with many lights in the shape of a V or a chevron or a boomerang (all basically the same shape, of course).

Position 2: 8:40-9:00 P.M.

As they left a Briarcliff Manor restaurant, Mr. and Mrs. Herbert Keuchen noticed a formation of 20 lights in a boomerang formation moving soundlessly across town. Mrs. Keuchen, who got the better view of the object, gives us this account:

"My husband and I just left a restaurant on North State road in Briarcliff Manor. The time was somewhere between 8:40 and 9:00 P.M., and I looked up through the sun roof of our car and noticed this object flying by. I then looked at it more and it seemed to be hovering. I then asked my husband to stop the car, and I noticed that this object was shaped like a boomerang. It had red, green and white lights which were unblinking, and there was no sound of any type. It then started to head north and it was at this time about 65 degrees above the horizon.

"I watched the object, and, as I did, it stopped and instantly started moving in the opposite direction. It was now moving backwards and heading south. We had lost sight of it because it went behind some trees. We then started to head home and got on the Taconic going north.

"We once again saw the object near Croton [section 4]. My husband then pulled off the road and I got out of the car. This time the object was hovering about 60 degrees to the south of us. It then started to move slowly; it passed in front of the moon which was almost full at the time. As it did, I

saw this large superstructure the size of at least a 747 behind the lights. It was massive! After the object crossed the moon, I could not see this structure anymore and all I saw were the lights.

"I continued to watch the object and then the lights all went out as if someone threw a switch and the object was gone. Less than two seconds later, it appeared again but lower on the northern horizon and just hovered there. I watched it for about five more minutes until it disappeared once again; less than a second later it reappeared almost right over our heads. This made my husband and me really nervous and my husband was now convinced that this something, whatever it was, was not a formation of planes like he first thought.

"The object slowly drifted to the north where we soon lost it. We both were quite excited, so we went home and called the New Castle police. They told us that many people were reporting the object and that one police officer reported that it hovered above her car while on patrol."

Our team of investigators located and interviewed the officer, Ptlm. Sadoff of New Castle.

At the time of the Keuchen sighting the object was literally stopping traffic on the Taconic highway. It is remarkable that multiple car accidents did not occur. Many of the witnesses along the highway reported that the object hovered, moved slowly and silently and frequently disappeared and reappeared.

Position 3: 8:40-8:45 P.M.

This is the area of Millwood from which the highest concentration of reports came. Thirty-five motorists observed the object and all have given consistent descriptions of the "boomerang." We concentrate here on the sighting of Ed Burns, a computer programming supervisor for IBM.

While driving north on the Taconic, Burns saw at least 20 lights in a V-formation. The lights were orange, blue and white and the object appeared to be larger than a football field. As it passed over the highway, it moved very slowly and he heard no sound at all. It seemed to be one massive, solid object, but he saw only the lights.

After losing sight of the lights behind some trees, he sped up to try to beat the object to a clearing just ahead. At the clearing (between positions 3 and 4) he pulled his car to the side of the road and stepped out. The object started to head directly toward him. He saw other motorists pulling off to the side; others had already stopped on both sides of the highway. As the object started to approach. there were some near-accidents as motorists tried to look at the object and drive at the same time.

The object crossed to the middle of the Taconic highway and hovered for about 40 seconds. The lights now went out for a second and when they came back on, only the white ones were visible. Burns got the impression that the UFO was watching the cars on the highway. He shouted to a man near him, asking, "What is it?" The man just stared at the object with his mouth open, unable to speak.

The object slowly drifted northward. Burns got into his car and followed it for several more miles, keeping pace with it at about 40 mph. He lost it when the object veered toward the northwest. Burns was so impressed with the brilliance and the size of the object that he compared it to "a city in the sky."

Position 4: 8:45 P.M.

This is the area where meteorologist Bill Hele made his sighting while traveling south on the Taconic (IUR, Vol. 9, No. 2, page 6). At about the same time Dennis Flemming, president of Information Services Limited, was heading north. Flemming, in his mid-30s, has a background in air traffic control systems and computer programming and is an amateur astronomer.

Hele reported that the lights changed from multicolored to green. Flemming noted a green formation of lights approaching him from the south. He stopped his car, got out and saw the lights make a wide turn. He felt certain that this was one object since all the lights turned at once. He heard no sound from the object, which he estimated to be over 1,000 feet long; its altitude, he thought, was close to 1,500 feet. This is most interesting since Flemming and Hele, excellent observers, both

(continued on page 12)

This is a percentage breakdown of what 54 witnesses reported. It is interesting to note that a later study based on 83 witnesses showed no changes in the data.

CHARACTERISTICS OF THE MARCH 24 UFO

PERCENTAGE BREAKDOWN

CASE #183

By Philip J. Imbrogno

SHAPE	
BOOMERANG	42%
V SHAPE	52%
OTHER	6%
SIZE	
LESS THAN 100 FEET	16%
GREATER THAN 100	56%
GREATER THAN 300	16%
NOT SURE	12%
COLOR LIGHTS	
RED	6%
BLUE	3%
GREEN	8%
WHITE	18%
RED, BLUE, GREEN, WHITE	35%
RED, BLUE	10%
RED, GREEN	12%
OTHER COLORS	6%
NUMBER OF LIGHTS	
FOUR	6%
FIVE OR SIX	40%
EIGHT	20%
MORE THAN 10	20%
NOT SURE	14%
SOUND	
HUMMING	24%
NO SOUND	60%
ENGINE LIKE	6%
NOT SURE	10%
SPEED	
SLOW	92%
SLOW THEN FAST	8%
HOW OBJECT LEFT	
MOVED AWAY	70%
VANISHED	30%
DURATION OF SIGHTING	
ONE MINUTE	10%
TWO MINUTES	12%
FIVE MINUTES	32%
TEN MINUTES	28%
TEN MINUTES +	18%
HOVER?	
YES	40%
NO	60%

Westchester — March 24, 1983

give almost the same figures for size and altitude. Flemming emphasized that this object was, without a doubt, one solid object and that there was no way in which it could have been a number of objects flying in a tight formation.

Position 5: 8:45-8:50 P.M.

As the boomerang flew north, numerous residents reported the object to the local police. Some police stations in Yorktown and New Castle, for example, received over 100 calls that evening.

Near Yorktown Heights, Ann Marie Sokolich, 33, saw the lights pass directly over her car as she headed west on Route 202 to the Taconic highway. As the object flew over her car, she heard a faint humming sound. Then the object turned very sharply and headed northeast.

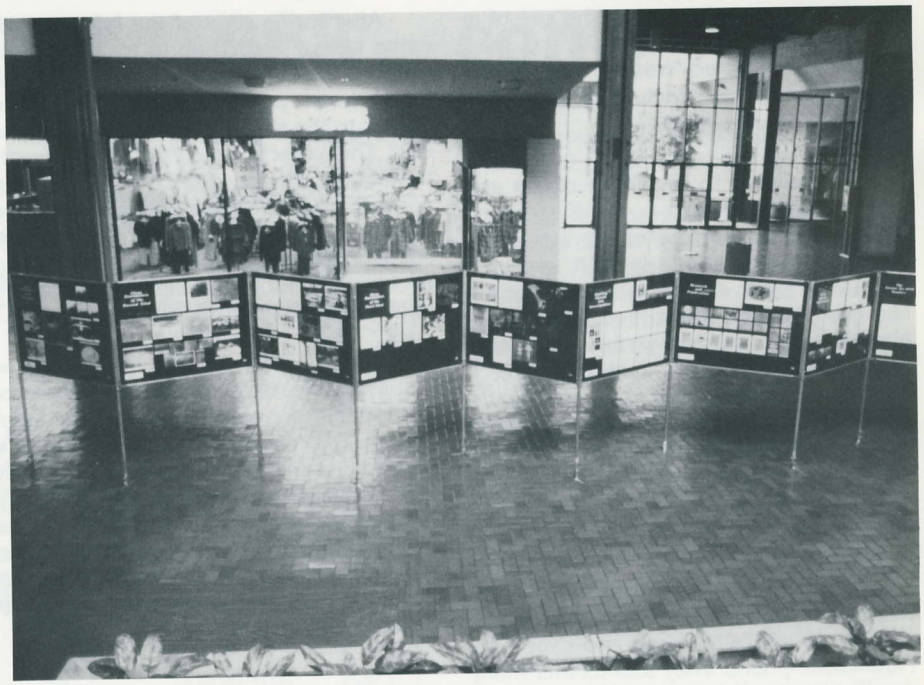
She reported the object to be huge with white lights which flashed blue for less than a second just before it made a turn. The witness saw 12 lights in all; in her view the object had the apparent size of a 12-inch ruler held at arm's length.

Position 6: 9:00 P.M.

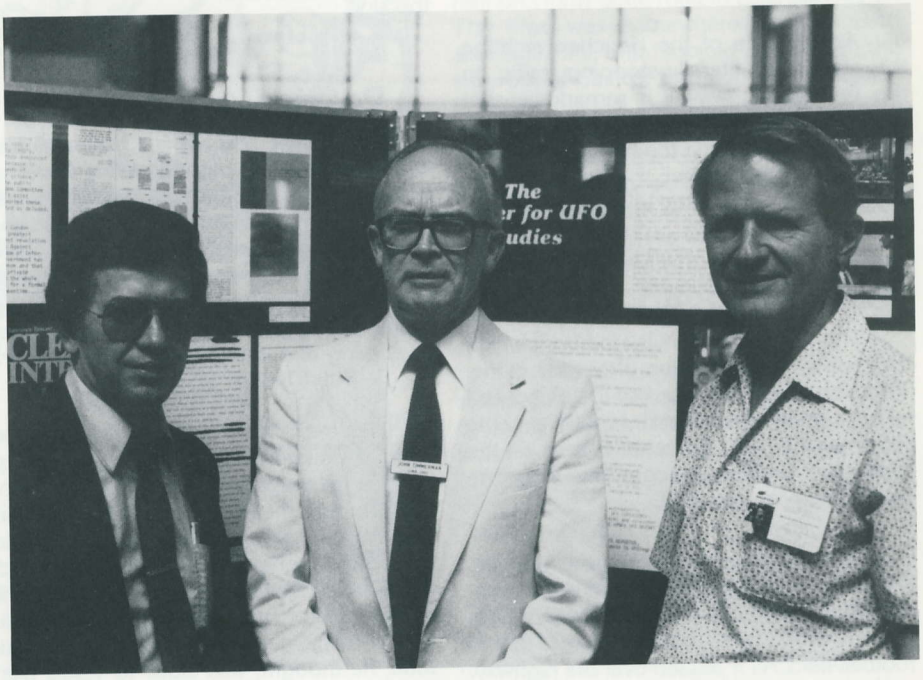
Joan Hatten, driving toward Peekskill near route 6, noticed 15 white lights in a triangle shape moving slowly across the sky from the southeast. The green, orange and white lights were about as bright as the turning lights of aircraft.

The object executed a sharp right-angle turn and headed north. Mrs. Hatten lost sight of it as she turned west. The apparent size of the object was that of a 747 at low altitude, in her estimation.

The boomerang continued to head north and was spotted in Putnam county, which lies directly north of Westchester county. Here also witnesses described almost exactly what had been reported in Westchester earlier. □



The newly-constructed CUFOS UFO PHOTO EXHIBIT, shown on display at the City Shopping Center, August 31, September 1st and 2nd, in Orange, California. The 9-section, 18-panel exhibit of UFO photography and descriptive material is mounted under plexiglass.



L. to R., John DeHerrera, technical writer for Beckman Instruments, Inc.; John P. Timmerman, Chairman, Center for UFO Studies; William D. Nelson, retired Senior Engineer/Scientist formerly with Douglas Aircraft Company. (See article on page 15, col. 3.)

Russia Prepares For A Close Encounter

It would be best not to take the above title too seriously, at least not until more is known about it. But this was a front page headline in the LONDON TIMES recently, and similar headlines appeared in U.S. newspapers, notably the Chicago TRIBUNE on May 30, 1984. Furthermore, our Russian correspondent writes us, "A new, nationwide body has been founded here in February 1984 to investigate the UFO problem."

If this is indeed so, then it represents a fantastic turnabout: for only last year **the sixth quark journal** (1983, Number 3) carried an article by Robert Girard in which he writes: "UFO articles do sometimes appear in the Soviet press, including PRAVDA, but almost universally adopt a scornful tone rivalling the pronouncements of our own most rabid debunkers. But far more than the official hard line toward UFO study is the stark reality that UFO literature from the non-communist world is prohibited reading in the USSR; UFO-related books, booklets, periodicals, manuscripts and even personal letters are being routinely confiscated by Soviet authorities from the mails." In support of his statement, Girard states that his contacts in Russia tell him that they receive "Notices of confiscation from Soviet postal authorities, all being related to UFO literature."

Here, however, is the article as it appeared in the LONDON TIMES:

"The Kremlin, once skeptical about the existence of Flying Saucers, has finally succumbed to the unshakable Russian belief in Close Encounters of the Third Kind. The newspaper TRUD (LABOR) yesterday reported that a special commission for the investigation of unidentified flying objects, UFOs, has been set up under Pavel Popovich, the former cosmonaut. The UFO Commission is a victory for TRUD, which has been in the forefront of the battle to prove that alien invaders are not a figment of the Russian imagination.

"There was a time when the Kremlin used to insist, as PRAVDA put it in the 1960s, that all objects that fly over the territory of our country are identified either by scientists or by those who stand guard over the security of our homeland. But the Russians are incorrigible believers in the occult and were delighted last year when TRUD carried a series of articles and letters reporting strange bright lights seen traveling across the sky above yellow Russia and central Russia, terrifying the inhabitants below. The incident which has finally convinced the authorities that there are more things in heaven and earth than are dreamt of in dialectical materialism occurred in Gorky in March last year. Gorky is closed to foreigners and hence is a convenient place of exile for Dr. Sakharov and his wife, but is apparently not closed to visitors from outer space. According to Mr. Pavel Popovich, air traffic controllers at Gorky airport spotted a light gray steel object, shaped like a cigar, flying towards them on the evening of March 27th. It was about the size of a conventional airliner and, like the Korean Airline's jumbo which strayed into Soviet air space last September, failed to respond to radio contact. However, the defenses at Gorky, unlike their colleagues at Komchatka, did not open fire, possibly because the intruder had no wings and was flying at an altitude of 3,000 feet, and at a speed of up to 125 miles per hour.

"The object behaved erratically, flying 45 miles to the southeast of Gorky before turning to head back towards the airport, and finally vanishing 25 miles north of the city.

"Mr. Popovich said his newly formed commission for the investigation of abnormal atmospheric phenomena was taking the flying cigar of Gorky very seriously indeed. It had been sighted by reliable and well trained aviation experts, who had given precise and scientific observations, and who had seen the mysterious object on their radar screens for a full 40 minutes. TRUD disappointed some readers by revealing that other phenomena witnessed by less well-trained observers would not be taken up by the commission."

We will await further news and developments with great interest. □

□ Chicago Tribune, Wednesday, May 30, 1984 Section 1 9

Soviets set sights on UFOs

MOSCOW [Reuters]—The Soviet Union has set up a commission to investigate unidentified flying objects [UFOs] following an incident last year involving a "flying cigar" near Gorky, a Moscow newspaper reported Tuesday.

The trade union daily Trud said the commission had been established in February and was headed by Pavel Popovich, a former cosmonaut. Its role is to examine all sightings of moving objects or flashing lights in the sky.

Popovich told the newspaper there were hundreds of reports each year in the Soviet Union and that most could be explained away. But scientists had been disturbed by the events in Gorky, which defied rational analysis.

On the evening of March 27, 1983, air traffic controllers at Gorky's airport had located a craft flying toward them which did not respond to radio signals, he said.

THE CONTROLLERS saw the object with their own eyes as it approached the airfield and said it was a steel-grey "cigar" about the size of an airliner but without wings or a tailfin.

The craft was flying at 3,000 feet and at a speed of 110 to 125 miles per hour.

Popovich said the craft was visible on radar screens for 40 minutes and then vanished after it had gone 25 miles north of Gorky, which is 250 miles east of Moscow.

The cosmonaut said the sighting was being taken seriously because the witnesses were trained aircraft experts who could be relied on to give an accurate and dispassionate account of what they saw.

He said the new organization, called the Commission on Abnormal Atmospheric Phenomena, had found a much more straightforward explanation for a phenomenon witnessed by hundreds of people nearly six months ago.

ON DEC. 2 A bright sphere followed by several smaller lights swept across Byelorussia and central Russia. Trud reported that it had struck terror into the hearts of some of those who saw it.

But Popovich told the daily that exhaustive analysis had revealed that the object they were seeing was a satellite burning up after re-entering the atmosphere.

Recent unexplained sightings include another strange phenomenon in the Gorky area Feb. 6. Several people saw "bright spheres" cruising through the air and one witness said two of them united to form a "flying saucer."

Trud quoted Anatoly Logunov, a vice president of the Academy of Sciences, as saying that most so-called UFO reports provided too little information to be of any real value.

BUT HE added that Soviet scientists took the subject seriously and accepted that there were occasional well-documented sightings for which they could find no plausible explanation.

Both he and Popovich avoided comment on the possibility that such cases might involve spaceships from another world, and said only that it was necessary to improve research methods.

UFO reports are a favorite topic of conversation among Russians and a large number of people voice the firm conviction that they are alien invaders.

Popovich appealed to people to send detailed accounts to his commission as soon as they saw anything unusual.

Expert cites evidence

NEW YORK [UPI]—UFOs exist and the evidence is that they do not resemble any known objects, like meteors or weather balloons, a UFO specialist said Tuesday.

J. Allen Hynek, head of the Center for UFO Studies in Evanston and a professor emeritus at Northwestern University, said a computer analysis of 400 cases has demonstrated that the reported properties of UFOs are "totally inconsistent with those of everyday objects and phenomena."

In all the chosen cases, the observers were credible and unaware of each others' reports, he said.

"For example, some of the best-investigated and well documented UFO reports describe objects or luminous phenomena that can hover noiselessly close to the ground and then almost instantaneously take off with tremendous speed," he said.

EVEN MORE REMARKABLE

by Bruce Maccabee

The recent discussions in IUR of "remarkable meteors" were brought about by the argument over whether or not the Coyne helicopter sighting of Oct. 18, 1973, could be explained as a fireball meteor. The extensive analysis by Jenny Zeidmann (FSR, Vol. 22, No. 4) indicates a long duration for the sighting of about 300 seconds. Philip Klass discussed the sighting in his recent book *(UFOs: The Public Deceived)* and related it to the relatively long duration fireball of Aug. 10, 1972. In my review of his book (FATE, Nov. 1983) I criticized the statement on page 151 that "scientists were able to calculate that this fireball initially *entered the atmosphere* with a velocity of 10.1 kilometers per second, or roughly 20 per cent slower than Zeidman's 'slowest fireball' (my emphasis). In several letters Klass maintained his position that the fireball entered the atmosphere at a slow rate. He based his argument on a statement in *Sky and Telescope* magazine which stated "(the fireball) traveling at 34.8 km/sec... approached the earth from behind at a relative velocity of initially 10.1 km/sec but increasing to 15 as the gravitational pull of the earth accelerated it." The problem with Klass' argument is that the atmosphere does not extend very far from the earth, so the meteoroid (not yet a fireball) would have been accelerated to 15 km/sec by the time it reached an altitude above the earth where the atmosphere was dense enough to heat it. Had Klass read the article more carefully he would have found the following sentence, which refers to detection of the meteor by an infra-red sensing satellite: "Actually the velocities given in Nature are 15.03 km/sec *at the beginning point*, 14.60 at the perigee, and 14.21 at the end point." (my emphasis).

Klass emphasized in his book that the "transit time was 101 seconds," with the clear implication that the fireball could have been seen from the ground for that period. However, this was the duration of detection of the fireball by the infra-red sensor on the satellite. It would not have been glowing brightly enough for visual observation from the earth for that length of time. In fact, the longest reported visual sighting duration was stated as being "about one minute" with other observations being 40 seconds or less. The famous film of the fireball lasted only 26 seconds.

In attempting to support his long-duration meteor hypothesis, Klass has recently sent collections of old "remarkable meteor" reports to Richard Hall, who commented on them in the December 1983 issue of the *MUFON Journal.* One of the reports cited is that of Lt. Frank Schofield, U.S. Navy, of a sighting on Feb. 28, 1904 (Schofield later became Commander in Chief of the U.S. fleet). Schofield's report was published in the March 1904 issue of the *Monthly Weather Review.* Schofield was not one of the witnesses, but according to his report he interviewed the three witnesses within minutes of the event. When I first read Schofield's account about 10 years ago it occurred to me that there might be a first-hand report in the ship's log. I went to the National Archives and requested the log of the U.S.S. Supply for 1904 and, lo and behold, there it was. I, therefore, present for the first time the original report of the three "remarkable meteors."

Log Entry

(From the Log of the U.S.S. Supply)

W. E. Sewell, Commander

(on passage from Honolulu to San Francisco)

February 28, 1904

0000-0400 Cloudy to fair and cool; bright moonlight; light breeze from WNW; Barometer steady; steaming NE(1/4)E (p.s.c.)

0400-0800 Cloudy to fair; light breeze from WSW; at 0600 wind shifted SW; steaming on course NE(1/4)E; executed morning orders; steam 125 lbs., revolutions 64.6. At 6:10 three large bodies appeared in the sky traveling from NW(1/2)W. The largest one egg or pear shaped, with sharp point and ragged edge to full body aft. In size it appeared to be six times the size of the sun. The third one was round and about twice the size of the sun. They were in echeleon (sic) when first seen and were below the clouds and travelling fast and rising to directly overhead. They were dull red in color and were in sight about three minutes. The largest body would cover all of them. When first seen, were like an airship.

F. Garvey
Act. Boatswain, USN

(Supplementary data from Log)

6:00 A.M. — wind 9.8 knots; reading of patent log — 74.1; course NE(3/4)E

— wind SE force 2 (Beaufort scale — "light breeze, 1-2 knots)

— barometer — 30.38

— thermometer attached to barometer — 62°

— dry bulb temperature of air — 53°

— wet bulb temperature — 50°

— water temperature at surface — 58°

— state of weather — b.c. (clear blue sky, through the clouds, cloudy)

— clouds — (stratus — under 6500 ft. high, sheet like clouds)

— cloud motion — moving from North

— cloud coverage — 9 (scale from 0 to 10)

— see state — (smooth)

The writer of the log entry, Acting Boatswain Frank Garvey, was one of the witnesses. It is interesting to note that, whereas Schofield stated that the duration

of visibility was "over two minutes," the ship log states that the "bodies" were "in sight for about 3 minutes." Thus Schofield did not exaggerate the estimated duration.

Two very important details which Schofield emphasized, and which also turn up in the log, are (1) the meteors were under the clouds (estimated cloud height was 6,500 feet), and (2) the objects appeared to rise upward sharply when they were "overhead." With respect to the latter, the log says "travelling fast and rising to directly overhead" and Schofield's report says the "angular motion ceased...as they rose" (referring to the forward angular motion of the objects). According to Schofield, the objects flew directly toward the ship and then "after rising above the clouds their angular motion became less and less until it ceased, when they appeared to be moving directly away from the earth at an elevation of about 75 degrees and in a direction west by northwest." Since the objects were first seen heading toward the ship from the direction northwest by north, and since the departure direction was west by northwest at a high constant elevation angle as seen from the ship, it appears that the objects approached the ship below the clouds, then, while rising upwards, did a "hairpin turn" and travelled directly away from the ship while climbing in altitude.

After reading and digesting this report some years ago I spent some time trying to determine what would be the longest possible time that a meteor (the hot body itself, not the trail) might be visible to an observer at night on the ocean when the skies were clear. I concluded that a 100 to 150 seconds duration might be possible if the meteor were seen from *horizon to horizon.* However, the three "remarkable meteors" described above were seen to come from the horizon (below the clouds, however) and to disappear "overhead." They were not visible from horizon to horizon, so if they had been "ordinary" meteors, they might have been seen for 50-80 seconds *at maximum.* But Schofield said they were visible for over 2 minutes or more than 120 seconds, and the ship's log said the duration was about 3 minutes or 180 seconds. Thus they violated a basic condition for being "ordinary."

I calculated the speed at which they would have been moving to travel from the horizon to overhead in 150 seconds, assuming that they were first seen under the clouds at an estimated maximum altitude of 6,500 feet. Because of the curvature of the earth, the horizon distance for an altitude of 6,500 feet is about 105 statute miles. Dividing 105 miles by 150 seconds yields 0.7 miles/sec or 2,500 mph, nowhere near a typical meteor's velocity of 8 miles per second.

In conclusion, these meteors were truly remarkable because they were too slow and too low to be "ordinary." This leaves us with the following question, which I direct toward the "meteors"—"How low (slow) can you go?" □

NEW UFO PHOTO EXHIBIT NOW AVAILABLE

The CUFOS UFO PHOTO EXHIBIT has been completely remounted and new material has been added. The exhibit is now available for booking throughout the United States.

In May of 1980, present CUFOS Board Chairman John P. Timmerman produced an all-new collection of photographs of reported UFOs and related sketches and descriptive material for an engagement at the Prestonwood Shopping Center in Dallas, Texas.

Since then, the exhibit has been revised once by Center Vice-President, Sherman Larsen, making it possible to ship the mounting assembly as well as the photographic material to many shopping malls for three-day weekend engagements.

The new exhibit assembly is made up of 9 sections, two sides each, or 18 panels of 4' wide by 3' high plexiglass between which the exhibit material is permanently mounted. The entire series of panels is suspended between vertical aluminum poles. The panels are constructed so that they may be disassembled to change material as cases become identified or new cases deserve display.

The graphics design, layout and mounting of the exhibit material was performed by graphic design artist, Martin Timmerman, of Ravenna, Ohio.

Photographs of the exhibit on display in Orange, California can be seen on page 12 of this issue. Associates interested in having the exhibit at a shopping mall nearby should write to the CUFOS Business Office in Lima. □

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CUFOS Invited to Establish Research Facility in Phoenix Area

Several people who recently have become interested in the welfare of the Center for UFO Studies (but who for the present wish to remain anonymous) invited CUFOS to consider the possibility of establishing a Research Facility in the Phoenix area. Consequently, temporary physical facilities in Paradise Valley (close to Scottsdale and Phoenix) were made available and have now been occupied by Dr. and Mrs. Hynek and several Center Associates in the Phoenix area.

Two misapprehensions immediately arose: one, that "Hynek was moving the Center to Arizona" and the other that the Center had become the beneficiary of a very large sum of money. Neither is correct. Both arose, however, from rather large extrapolations from statements made at an Aug. 22, 1984, press conference, held in Phoenix, at which the hope was expressed that the Research Facility might become permanent in Phoenix. It was pointed out that to date no civilian UFO investigative organization had had the funds to do a really professional job of investigation; a reference was made to a statement that it would easily take as much money to investigate a UFO sighting properly as it would to investigate a homicide; laboratory tests, travel, long interrogations, tedious tracking down of witneses and evidence, psychological tests, etc. Two million dollars was mentioned as a target sum.

Dr. and Mrs. Hynek will divide their time between Evanston and Phoenix during the next few months but the Center in Evanston and the Center Business office in Lima, Ohio, will remain intact, at least for the foreseeable future. There is, however, promise of significant funding from sources in Arizona. The spirit of cooperation and of interest in the subject in this area augurs well for the future, but, of course, only time will tell. There appears to be an open-mindedness about UFOs there that one does not always find elsewhere; perhaps the fact that the Southwest has had, and continues to have, more than its share of sightings may be partially responsible for this relaxed yet sincere attitude.

As to the question of what will go on in this new facility, the term "facility" should not be interpreted to mean the establishment of laboratories or a large in-house staff. As funds become available and commensurate with the needed tasks, this facility will coordinate tests carried out at appropriate commercial or university laboratories, and investigations and professional evaluations by appropriate consultants. But the computer studies now in progress in cooperation with Dr. Willy Smith in Florida, and Mark Rodeghier in Illinois will be carried out at the new facility.

As any ufologist knows, the research problems are legion; it is the wherewithall to get the job done that is the problem, as our present editorial emphasizes. The charge has been made to "show us the evidence and then we'll listen," but all too often it is forgotten that to get that evidence itself requires funds and efforts beyond the means available to the typical UFO investigator; it's a "Catch-22" situation.

Progress reports from the infant new facility in Phoenix will appear in these pages from time to time. □

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